

STORIES OF SURVIVORS

Wreck Victims Who Reach Grimby on Steam Trawler Are in Pitiable Condition.

THE WOMEN ACTED BRAVELY

Rush for First Boats to Be Launched Resulted in Their Loss, Adding to the Number Drowned.

Grimby, Eng., July 4.—Owing to the strict enforcement of certain regulations and the fact that there is no Danish consul here, all the survivors of the Norge, who arrived here on the steam trawler Salvia, were kept on that vessel all night. They were in a pitiable condition.

This morning, in the dingy cabin of the trawler the representative of the Associated Press saw over a dozen persons, including five women and two children, huddled together. Each of three of the women was in a bunk, one was lying on the cabin floor and the other was leaning against the captain's berth, too bewildered to move. Two of the women pleaded to see a Danish minister of the gospel, but the one settled here happened to be away. John Johansen, a gray-bearded man from Tromsø, said:

"When the ship first bumped most of us were below. All rushed to the deck. I had my wife and five children with me. At first none of us was aware what happened when we kept quiet, but in a minute or two we saw the ship was sinking, and then there were such shrieks and cries too awful to hear. We had nearly 200 children aboard and they screamed with terror. Their mothers, too, were almost frantic, though some of them, calmer than the others, began putting their little ones in the rigging and other elevated positions. So far as I could see, the officers of the ship kept very calm, but the passengers were uncontrollable. Men and women began jumping into the sea, while others ran up and down trying to snatch life belts from those who had them. As soon as the first boat was got out there was a mad rush for her, with the result that three boats were lost. Meanwhile I had put my wife and five children on a hatch and implored them not to move until I returned. When I saw other boats being launched I returned to fetch my wife and children, but they had disappeared. They had either got into another boat or were carried away in the mad rush. I am absolutely alone in the world.

"Our boat was crowded to nearly double its proper number. All around us people were struggling in the sea, shrieking for help and imploring us to take them in. We had an old sail and a couple of oars, but no mast. In launching the boat a big hole was knocked in her side and we men had to take turns in bailing her out. We could do nothing but allow the boat to drift.

The five women behaved splendidly, never murmuring. All around us were hundreds fighting for their lives. The shrieks as they left the ship, particularly the children, could be heard above all the confusion around us. But it was soon over, as we saw the Norge sink in less than half an hour from the first shock."

Another survivor told the Associated Press representative that most of the passengers on the steamer were going out to friends in America. One of the five surviving women was going out to her husband and she had throughout clung to her little girl of 5. Another woman in her delirious joy at being picked up, offered one of the crew of the trawler her wedding ring. While some of the boats were overcrowded, others, according to the survivors, had only a few persons in them. The captain absolutely refused to leave the ship. He was standing on the bridge and appeared to be overcome at the appalling catastrophe.

It appears that the weather was very hazy when the Norge struck, but the captain of the trawler and others says Rockall reef is so well known, and especially to New York traders, that they cannot understand how the steamer struck.

"We had just got down our gear Wednesday morning," said the mate of the trawler, "when we saw the boat. At first we took little notice of her, but finally made out through a glass that she was full of people. We immediately hauled up our trawl and bore down with all speed. The occupants of the steamer were in a pitiable plight—drenched, half clad and exhausted. We got them aboard and fitted them as we could, made the women

as comfortable as possible and immediately sailed for home."

GLOOM AT COPENHAGEN.

News of Disaster Renders Frantic the Friends of Victims.

Copenhagen, July 4.—The news of the disaster to the Danish steamer Norge off the west coast of Scotland, in which over 700 persons are reported to have lost their lives, created indescribable excitement here.

The first message reached here at 4 o'clock this morning. Crowds soon gathered about the offices of the line, relatives of those on board frantically seeking for information. The offices, however, do not open until 9 o'clock.

A feeling of general gloom and mourning is beginning to pervade Copenhagen.

The Norge had no first-class passengers on board and only nine on her second cabin list. These included three Americans—Elizabeth and Anna Buckley and Hilma Fleischman. All the others were in the steerage. They comprised many Russians, Swedes and Norwegians, the smallest proportions being Danes. The Norge carried a crew of 50. She was the oldest Danish Transatlantic steamer running.

LA BOURGOGNE DISASTER.

News of Loss of Norge Comes on Its Anniversary.

New York, July 4.—A strange coincidence in connection with the Norge disaster is found in the fact that news thereof is made public on the anniversary of the tragedy of the French line steamship La Bourgogne, sunk in collision with the Cromartyshire, south of Sable Island, July 4, 1898. Of the 739 persons on board only 159 were saved. Of all the women passengers, only one was saved, and he panic before the ship went down still forms one of the most shocking tales of the deep.

Prominent Frenchman Dead.

New York, July 4.—The Comte de Jauville is dead at his home in Paris, says a cablegram from that city to the Herald. He was a member of the Jersey Club and had been mayor of Valailles, in the department of the Eure, for 40 years.

The Grotto handles nothing but straight liquors; no blended goods in the house.

LONDON TO BE INVADED

Dowie and His Followers to Go Thither in Fleet of Gospel Ships.

TO GET EVEN ON OFFICIALS

Elijah II Attributes His Poor Treatment Abroad to the Antagonistic Influences of Officers.

Chicago, July 4.—London is to receive a visitation from John Alexander Dowie and his "restoration host" who will be carried thence in a fleet of gospel ships.

At his tabernacle in Zion City in the course of his first sermon after his return from his globe-girdling trip, Dr. Dowie has announced his plan. He

called upon all who wished to go with him to rise to their feet, and 6000 people, or nearly everyone in the hall, stood up.

No time was set for the invasion, and Dowie's followers do not expect it will be attempted until after next year.

The announcement of Dowie followed an attack on the government and the Church of England. He attributed his recent failure to obtain halls for preaching or accommodations for himself and fellow travelers at several London hotels to the influence of high officials in the capital. This influence was brought to bear, he intimated, as a result of his diatribes against King Edward, delivered at the Auditorium in Chicago.

John Howard Adams Dead.

New York, July 4.—John Howard Adams, a well-known yachtsman and inventor of a fog signal of merit, which he presented to the American people last winter, is dead at a Boston hotel, where he was stopping. Acute heart disease caused his death, which was very sudden. Mr. Adams was born July 4, 35 years ago, and was the son of a wealthy ship owner.

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VACATION TIME. Vacation time should bring rest, recreation and comfort; and comfort of the solid and pleasing variety means no high collar, no stiff hat and no itching scalp. It is for this last discomfort that Newbro's Herpicide becomes a summer necessity, as it stops itching of the scalp and Prickly Heat almost instantly. Take Herpicide with you on your vacation.

...SCALP WARNING.. Itching of the scalp is not so much a punishment for past neglect as it is a warning for the future. It shows, almost conclusively, that the vine-like, microbic growth that causes dandruff, itching scalp and falling hair has entered the Sebaceous glands and unless this growth is stopped and kept out of the scalp, baldness will follow.

...IT IS CONTAGIOUS.. It was Prof. Unna (ask your doctor about him), who first pointed out that the true cause of hair loss is a germ or microbe that lodges in the scalp where it causes dandruff. Being of microbic origin the disease is necessarily contagious but Dr. Sabouraud has recently called attention to the highly contagious nature of dandruff, and the necessity of constant watchfulness to avoid it. Kill the dandruff germ with Herpicide.

UNSTERILIZED PUBLIC HAIR-BRUSHES, says Dr. A. Cartaz, are to blame for most of the baldness that is prevalent today. He further states that, "baldness begins in the young." By this he means that the germ that causes the disease is planted in the scalp of young men and that sometimes years elapse before the destruction is complete.

WILL NOT GROW HAIR.. Newbro's Herpicide is a "Hair-Saver;" it will not grow hair—nature does this—but by destroying the enemies of hair health, it enables the hair to grow as nature intended—except in chronic baldness. Save your hair with Herpicide. Wonderful results follow its use.

HOT WEATHER TROUBLES.. During hot weather the minute sudatory glands of the scalp are called upon to perform an extra amount of labor. The perspiration that exudes in increased quantities must be handled promptly as it carries out poisonous and refuse matter that would otherwise clog up the pores of the scalp. Incomplete elimination of refuse matter produces a hot and feverish condition of the scalp, familiarly known as Prickly Heat, for which Herpicide gives immediate relief. Ladies will find Herpicide indispensable. It contains no grease, will not stain or dye. It is an exquisite hair dressing that COOLS, COMFORTS and DELIGHTS.

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8.00 a.m.	Portland Union	11.10 a.m.
7.00 p.m.	depot for Astoria	9.40 p.m.
Leave	ASTORIA	Arrive
7.45 a.m.	for Portland and	11.30 a.m.
8.10 p.m.	way points	10.80 p.m.

SEASIDE DIVISION

Leave	ASTORIA	Arrive
11.35 a.m.	for Seaside Direct	5.20 p.m.
Leave	ASTORIA	Arrive
8.15 a.m.	for Warrenton, Hammond, Ft. Stevens, Seaside	10.45 a.m.
5.00 p.m.	SEASIDE	7.40 a.m.
Leave	SEASIDE	Arrive
4.30 p.m.	for Astoria direct	12.20 p.m.
Leave	SEASIDE	Arrive

6.15 a.m. for Warrenton Ft. Stevens, Hammond, Astoria 9.25 a.m.
7.30 a.m. Stevens, Hammond, Astoria 7.20 p.m.
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Atlantic Express 8:15 p. m. via Huntington	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and the East	7:15 a.m.
St. Paul Fast Mail 6:15 p. m. via Spokane	Walla Walla, Lewiston, Spokane, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago, and East	8:00 p.m.

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